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Land Use Survey and Analysis and Land Development Plan Revision

Franklin, North Carolina

ABSTRACT

TITLE: Land Use Survey and Analysis and Land Development Plan Revision for Franklin, North Carolina

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Division of Community Planning
Western Area Office
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SUBJECT: Existing land use, land development
and preliminary thoroughfare plans

DATE: August, 1970

LOCAL PLANNING
AGENCY: Franklin Planning Board
Franklin, North Carolina

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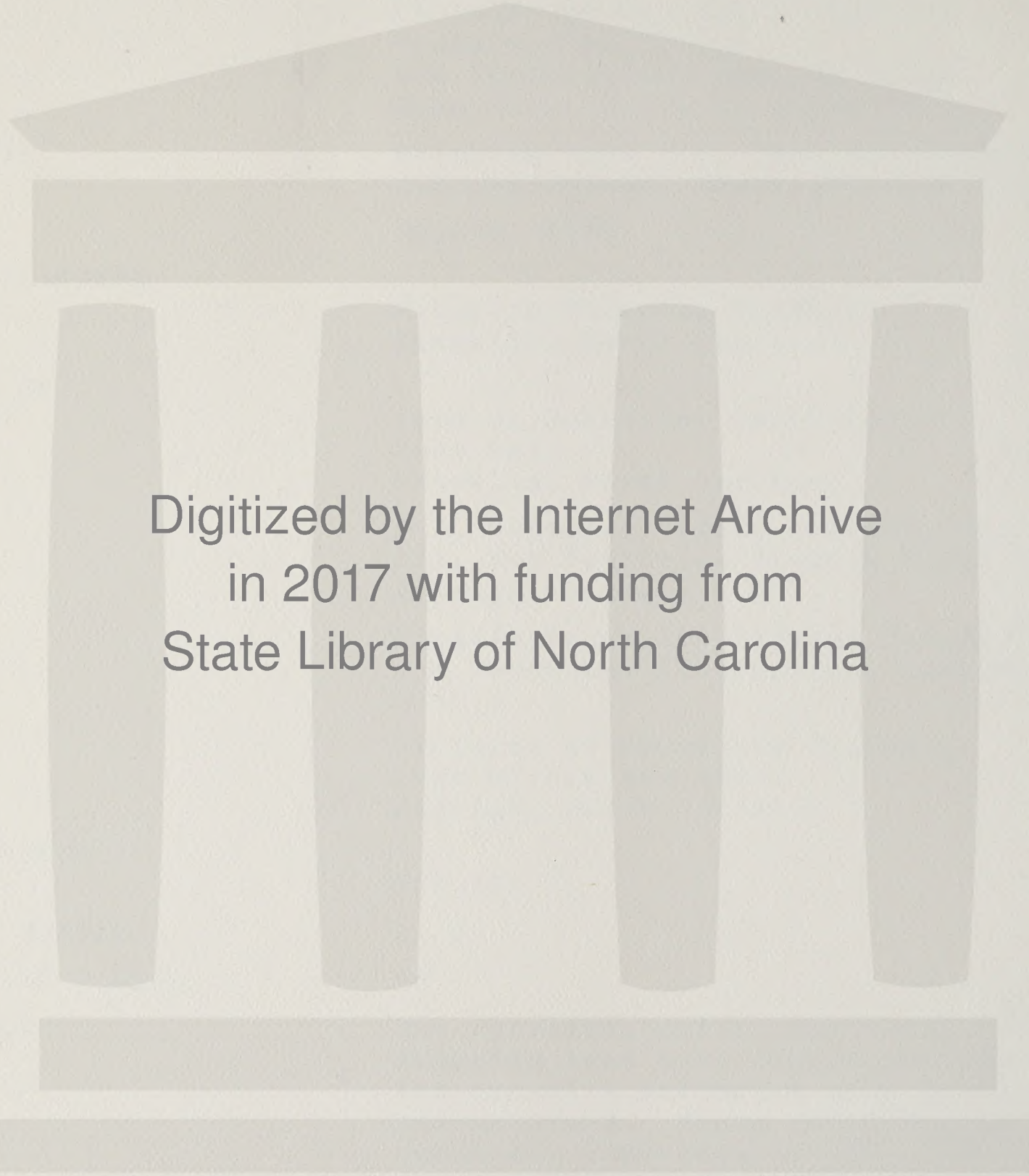
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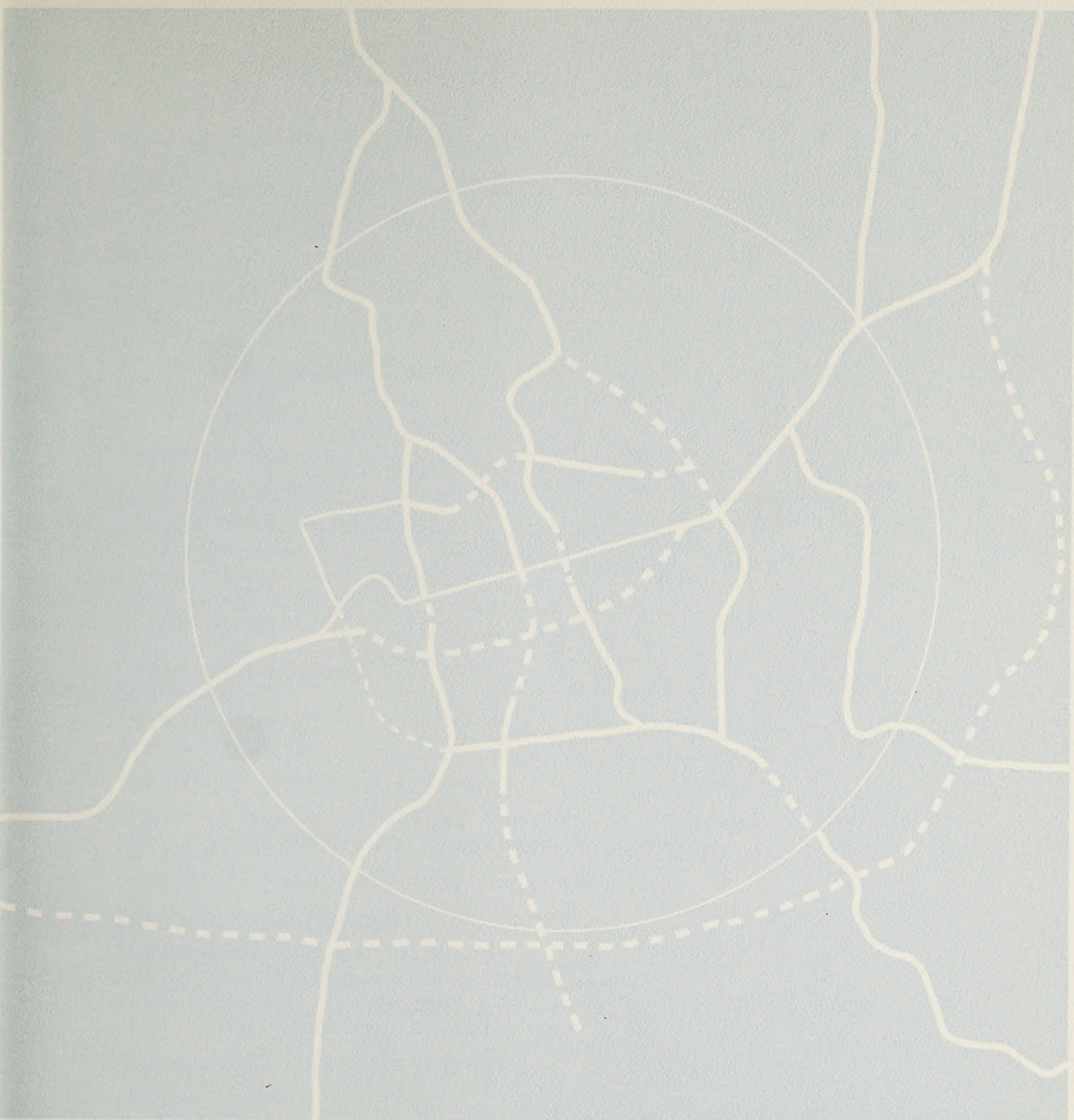
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ABSTRACT: The location, extent and condition of existing land uses within the town and its one-mile perimeter area are described and analyzed. Their contribution to the community individually and collectively is determined. The Land Development Plan for Franklin is a combination of desirable physical development goals and methods of implementation to achieve these goals. Development criteria is listed for the purpose of sound future development by means of accepted planning principals. This plan is a revision of the 1963 Land Development Plan for Franklin which was prepared by the Western Regional Planning Commission, N. C.



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Land Use Survey and Analysis and Land Development Plan Revision

Franklin, North Carolina

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Part One
LAND USE SURVEY AND ANALYSIS

Part One

INTRODUCTION

In March, 1969, the Town of Franklin entered into an agreement with the North Carolina Division of Community Planning for the following work program:

1. Review and updating of Land Use Survey, Land Development Plan, Zoning Ordinance, and Subdivision Regulations.
2. Annexation Study.
3. Education, Coordination, and Advisory Services.
4. Minimum Housing Element.
5. Community Facilities Study.

The base mapping has been completed, giving the town a street map of the planning area (the town plus one mile area in all directions from the town limits) at a scale of one inch equal four hundred feet.

A windshield survey was conducted to determine the pattern of existing land uses and to determine the exterior conditions of structures in the planning area during January, 1970.

It should be noted that in 1963, the Western North Carolina Regional Planning Commission compiled a Generalized Land Use Plan and a Preliminary Thoroughfare Plan for Franklin. These plans were never promoted nor protected so that the plan as designed is, in some cases, no longer applicable.

The Town Board requested review of this plan. Current knowledge of the existing land use pattern, both in Franklin and within the one-mile fringe area, was therefore necessary before intelligent preparation of the Land Development Plan Revision could begin. It is the basis for our revised plan and other updating which has been requested.

The Planning Area

The Franklin planning area includes all the land

inside the town limits plus an area of extraterritorial jurisdiction. The extraterritorial area extends one mile in all directions from the town limits.

The town contains 2,011 acres or 3.14 square miles, and the extraterritorial area contains 6,268 acres or 9.7 square miles. In all, the planning area contains 8,279 acres or 13.1 square miles. The initial plan prepared in 1963, contained a differently defined planning area, making it necessary to change it to conform to State law.

PHYSICAL CHARACTERISTICS

Topography and Drainage

The topography of Franklin is similar to the rest of the Western North Carolina Region. Franklin is located in the south mountain section, at an elevation of approximately 2,250 feet above mean sea level. The town is drained principally by the Cullasaja River and Cartoogechaye Creek, which then flow into the Little Tennessee River, northward.

Soils

A general soil map has been prepared by U. S. Department of Agriculture Soil Service whose office is located in Waynesville, North Carolina. The soil map (Map 1) shows the location and extent of the four soil associations in the community. Such a map provides the general soils data needed to plan the efficient use of land and orderly development of the community's natural land resources. The four soil associations in Franklin community are described as follows:

1. CODORUS-COMOS-HATBORO ASSOCIATION. The Codorus-Comos-Hatboro soils are somewhat poorly drained and have a seasonally high water table at a depth of 1 to 2 feet. They are well drained to poorly drained with nearly level floodplain soils with friable loamy subsoils. The depth to hard rock is 6 to 20 feet or more. The Codorus-Comos-Hatboro soils are low to medium in natural fertility and medium in available water capacity. The relationship that these

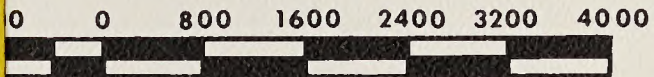
soils have to urban forms of development is severe. They are located in the floodplain and no development should occur. Open space uses are suggested instead of structures.

2. RABUN-DYKE-HAYESVILLE ASSOCIATION. These soils are low to moderate in natural fertility. They have moderate permeability, medium available water capacity and a moderate shrink-swell potential. They are well drained upland soils with firm red clay subsoils on 2 to 10 percent slopes. Depth to hard rock is generally 6 to 20 feet or more. The chief hazards limiting the use of the soils in this association are slopes and a moderately slow percolation rate. With reference to urban forms of development, the soils are generally acceptable for development.

3. RABUN-HAYESVILLE ASSOCIATION. These soils are low to medium in natural fertility. They have moderate permeability, medium available water capacity and a moderate shrink-swell potential. The soils are well drained upland soils with firm red clay subsoils on 10 to 25 percent slopes. They have a depth to hard rock 4 to 15 feet. The chief hazards limiting the use of these soils are moderately steep slopes and a moderately slow percolation rate. Urban development could occur in some areas of this soil association but development should be with caution and more detail of soil characteristics should be learned for specific sites that the developer intends to use.

4. CLIFTON-CHESTER ASSOCIATION. These soils are low to medium in natural fertility. They have moderate permeability, medium available water capacity and a moderate shrink-swell potential. They are well drained upland soils with friable yellowish red clay loam subsoils on 25 to 50 percent slopes. The soils depth to hard rock is generally 4 to 10 feet although in small areas it may be less than 3 feet. The chief hazards limiting the use of the soils in this association are steep slopes and in some places, surface stones. These soils are severe and are not re-

LIN, NORTH CAROLINA



GENERALIZED SOIL MAP

LEGEND

-  **CODORUS-COMUS-HATBORO**
(Flood Plain)
-  **RABUN-DYKE-HAYESVILLE**
(2 to 10 % Slope)
-  **RABUN-HAYESVILLE**
(10 to 25 % Slope)
-  **CLIFTON-CHESTER**
(25 to 50 % Slope)



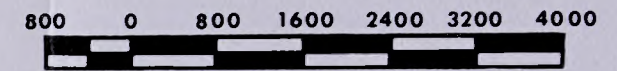
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U. S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

PREPARED BY: DIVISION OF COMMUNITY PLANNING

MAP 1

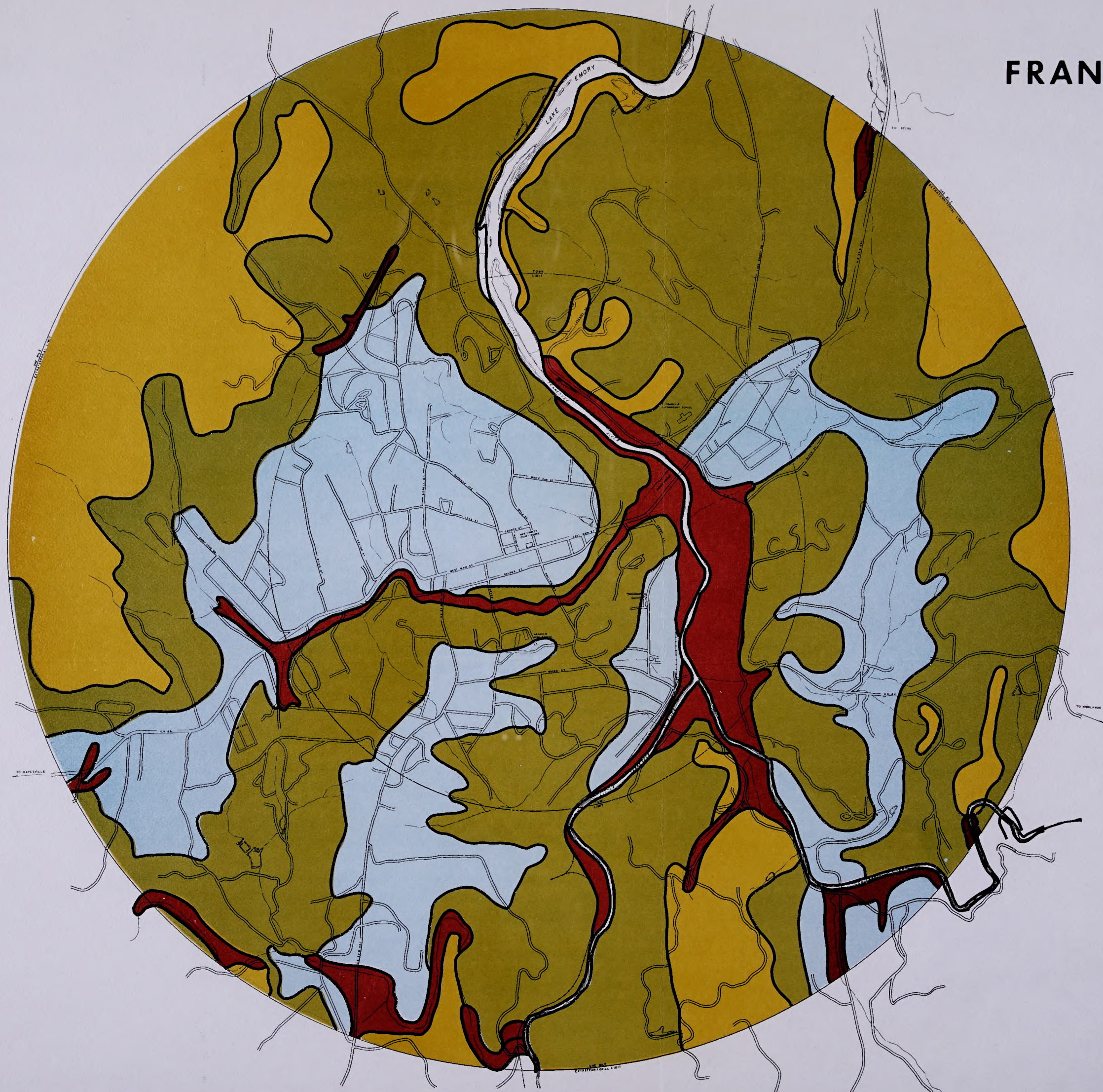
FRANKLIN, NORTH CAROLINA



GENERALIZED SOIL MAP

LEGEND

-  **CODORUS-COMUS-HATBORO**
(Flood Plain)
-  **RABUN-DYKE-HAYESVILLE**
(2 to 10 % Slope)
-  **RABUN-HAYESVILLE**
(10 to 25 % Slope)
-  **CLIFTON-CHESTER**
(25 to 50 % Slope)



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MAP 1

CHART 1

Soil Associations	Soil Series	Suitability for		
		loads and streets ^{2/}	General Agriculture	Woods
1. Codorus-Comus- Hatboro	Codorus	Severe F1, Wt	Good	Good
	Comus	Severe F1	Good	Good
	Hatboro	Severe F1, Wt	Fair	Good
2. Rabun-Dyke Hayesville	Rabun	Slight S1	Good	Good
	Dyke			
	Hayesville			
3. Rabun-Hayesville	Rabun	Moderate S1	Fair	Good
	Hayesville			
4. Clifton-Chester	Clifton	Severe S1, R	Poor	Good
	Chester			

Abbreviations for Limiting Factors: slopes > 25%
impose sev.
limitations

F1 - Flood hazard
Wt - Water Table
Traf - Trafficability
Sh-Sw - Shrink-swell potential
R - Rock
Perc - Percolation rate
Cor - Corrosion potential
TSC - Traffic supporting capacity
Prod - Productivity
AWC - Available water capacity
S1 - Slope

the footings are in subsoil.
and streets that have subsoil for base.

Soil Interpretations
General Soil Chart
Franklin, North Carolina

CHART 1

LIMITATIONS FOR

Soil Associations	Soil Series	Percent in Association	Recreation							Suitability for	
			Slope Range	Septic Tank Filter Fields	Camp Sites	Picnic Areas	Intensive Play Areas	Light Industries ^{1/}	Roads and Streets ^{2/}	General Agriculture	Woods
1. Codorus-Comus-Hatboro	Codorus	40	0-2%	Severe Fl, Wt	Severe Fl, Wt	Moderate Fl, Wt	Moderate Fl, Wt	Severe Fl, Wt	Severe Fl, Wt	Good	Good
	Comus	30	0-2%	Severe Fl	Severe Fl	Moderate Fl	Moderate Fl	Severe Fl	Severe Fl	Good	Good
	Hatboro	20	0-2%	Severe Fl, Wt	Severe Fl, Wt	Severe Fl, Wt	Severe Fl, Wt	Severe Fl, Wt	Severe Fl, Wt	Fair	Good
2. Rabun-Dyke-Hayesville	Rabun	50	2-10%	Slight to Moderate Sl, Perc	Slight to Moderate Sl	None	Slight to Moderate Sl	Slight to Moderate Sl, Sh-Sw	Slight Sl	Good	Good
	Dyke	20									
	Hayesville	20									
3. Rabun-Hayesville	Rabun	50	10-25%	Moderate to Severe Sl, Perc	Severe Sl	Moderate Sl	Severe Sl	Severe Sl, Sh-Sw	Moderate Sl	Fair	Good
	Hayesville	35									
4. Clifton-Chester	Clifton	45	25-50%	Severe Sl, R	Severe Sl	Severe Sl	Severe Sl	Severe Sl, R	Severe Sl, R	Poor	Good
	Chester	35									

Abbreviations for Limiting Factors:

- Fl - Flood hazard
- Wt - Water Table
- Traf - Trafficability
- Sh-Sw - Shrink-swell potential
- R - Rock
- Perc - Percolation rate
- Cor - Corrosion potential
- TSC - Traffic supporting capacity
- Prod - Productivity
- AWC - Available water capacity
- Sl - Slope

- Slopes >10% impose limitations; 10-15% - Mod.; 15%+ - Sev.
- Slopes >6% impose limitations; 6-10% - Mod.; 10%+ - Sev.
- Slopes >10% impose limitations; 10-25% - Mod.; 25%+ - Sev.
- Slopes >6% impose limitations; 6-10% - Mod.; 10%+ - Sev.
- Slopes >10% impose sev. limitations
- Slopes >25% impose sev. limitations

Abbreviations for degree of limitations:

- Sl. - Slight
- Mod. - Moderate
- Sev. - Severe

- ^{1/} Structures whose footings are in subsoil.
- ^{2/} Refers to roads and streets that have subsoil for base.

commended for urban development.

The Present Use of Land

An important aspect of the overall development plan for the Town of Franklin is the Land Use Survey and Analysis. The existing growth pattern is indicative of the community's past history and an indication of its future. A windshield survey was used regarding land use information and structural conditions. This information is on Map 2, Existing Land Use. The analysis of the data collected was generalized into the following six categories: residential, commercial, industrial, transportation, public and semi-public, and vacant or undeveloped.

The subsequent plan of development will show what is considered the most appropriate use of the land, and is therefore, closely related to existing conditions, patterns, and trends of land use.

Residential Land Use

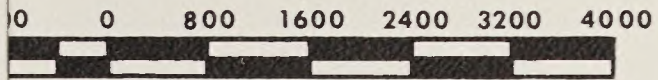
The residential use of land is almost exclusively for single-family dwellings. There are isolated multi-family dwelling units within the town and several scattered mobile homes. There are no large apartment developments and only one mobile home park within the town limits. Two mobile home parks are found in the extraterritorial area.

Residential uses accounted for 327 acres or 16.2 percent of the land area inside Franklin and 262 acres or 4.1 percent of the extraterritorial area.

Residential development has been fairly compact within the town. In recent years most residential development has occurred in the north part of town along Iolta Street and some on Trimont Trail. The majority of development has been in the subdivisions which are located on Trimont Trail and Lake Emory Road. Of course there was some scattered development throughout the town, because of topography and personal choice of property on which to build.

Residential development in the extraterritorial area

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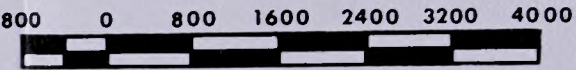
EXISTING LAND USE

LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC & SEMI PUBLIC



FRANKLIN, NORTH CAROLINA



EXISTING LAND USE

LEGEND

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC & SEMI PUBLIC



has been scattered. Most of the development has been north along Iolta Street and Lake Emory Road. The wind-shield survey used to conduct the overall survey of housing conditions identified houses were classified as standard, deteriorating, and dilapidated. There were 60.2 percent standard, 33.8 percent deteriorating and 5.9 percent dilapidated. It must be emphasized that this housing survey was only a visual survey of external conditions. No evaluation was made for overcrowded conditions within, proper ventilation, the presence of running water, bath facilities, or toilet facilities. An in depth housing survey would consider these items and could well alter the classification of a particular house. Areas of deteriorating housing are presented on Map 3.

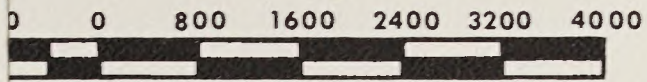
Commercial Land Use

Retail and other business uses of land are very important to Franklin and its economy. As the largest town in Macon County, Franklin to some extent serves as a regional trade center. The central business district is clustered on East Main Street. This cluster of businesses, because of the easy access to most of the stores, has the advantage of greater retailing ability of the individual stores. However, the lack of off-street parking and the large volume of through traffic on East Main Street presents a problem of danger to pedestrians and motorists and congestion in the central business district.

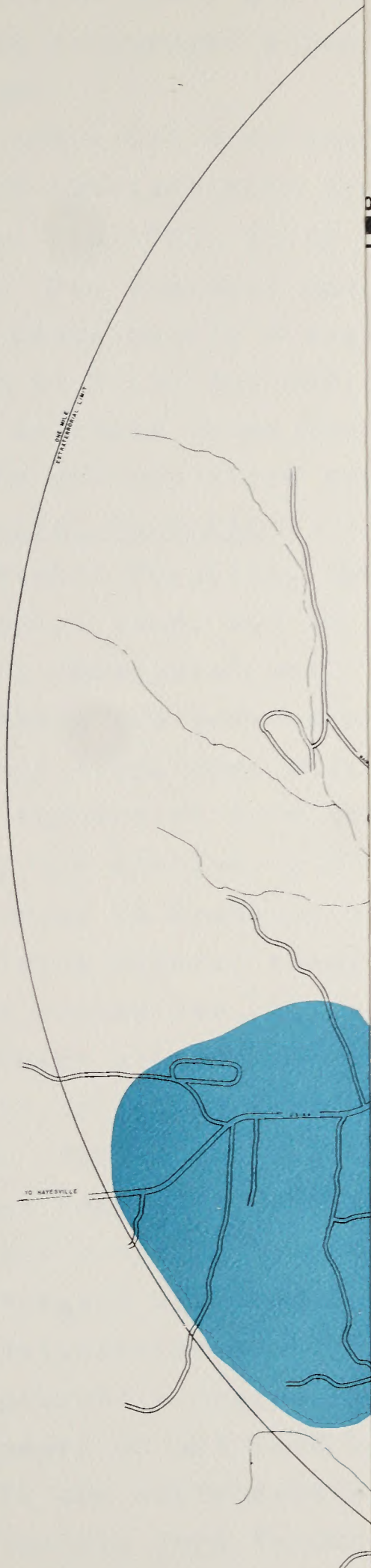
The central business district contains 23 acres which are devoted to business and services. Seven areas within the core area are considered either undeveloped or in the flood plain.

The Generalized Land Use Plan compiled by the Western North Carolina Regional Planning Commission in 1963 found 52 acres or 2.6 percent of the total in town land developed for commercial use. But the present 1970 survey shows 65 acres or 3.3 percent of total land developed in this use.

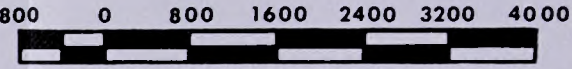
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AREAS OF DETERIORATING HOUSING



FRANKLIN, NORTH CAROLINA



AREAS OF DETERIORATING
HOUSING



An increase of 13 acres has occurred primarily along East Main Street south and West Main Street south. The Townlift program encouraged a further change in commercial acreage downtown.

Commercial development in the fringe area has not changed substantially from the 1963 survey to the 1970 survey. In 1963, there were 16 acres and in 1970, 18 acres. New business operations in the fringe area have taken place mainly along U. S. 64, to the north-east, and on U. S. 23 and 441, to the east. Business establishments in these areas have been limited mainly to service station-grocery store type operations.

Industrial Land Use

Within Franklin, there are 32 acres or 1.5 percent industrial land, and in the fringe area, 18 acres or 2.8 percent industrial use.

There are seven separate locations in the Franklin Planning Area, upon which industrial uses are situated. These industrial land users show no particular concentration in any one section of the planning area. The manufacturing industries in Franklin have taken advantage of the available facilities offered them; that is utilities, fire protection, police protection, and access to major transportation routes.

There are few industrial sites which are located adjacent to or on the periphery of commercial and residential areas. Van Raalte Ladies Apparel is located on First Street between commercial and residential uses. Franklin Mineral Products location is on Depot Street in a commercial area, and Zickgary Hardwood Company on Depot Street is in front of a residential area. The mixing of land uses of this type generally degrades all land uses of the neighborhood in appearance and land value.

In the extraterritorial area, Franklin Hosiery Company and Electric Cord Products Company encompass most of the industrially used land area. No adverse effects of industry

on other land uses are found in the area. Electric Cord Products is the only plant that has located in Franklin since 1963.

FRANKLIN, NORTH CAROLINA

LAND USE ACREAGE

Chart 2

	1962			1970		
	Franklin Town Limits			Franklin Town Limits		
	Acres	% Of All Land	% Of Dev.	Acres	% Of All Land	% Of Dev.
Residential	308	15.3	54.0	327	16.2	51.0
Commercial	53	2.6	9.3	65	3.3	10.1
Industrial	19	.9	3.3	32	1.5	5.0
Transportation	155	7.7	27.2	167	8.3	7.8
Public & Semi- Public	34	1.6	6.0	50	2.5	26.0
Open Space	<u>1442</u>	<u>71.7</u>	<u>---</u>	<u>1369</u>	<u>68.2</u>	<u>----</u>
Total	2010	100.0	100.0	2010	100.0	100.0

	1962			1970		
	Franklin Extraterritorial Area			Franklin Extraterritorial Area		
	Acres	% Of All Land	% Of Dev.	Acres	% Of All Land	% Of Dev.
Residential	250	3.9	44.8	262	4.1	43.0
Commercial	5	.8	.9	13	2.0	2.1
Industrial	16	2.5	2.9	18	2.8	3.0
Transport- ation	276	4.4	49.2	276	4.4	49.2
Public & Semi-Public	12	1.9	2.2	40	6.2	6.6
Open Space	<u>5,707</u>	<u>86.5</u>	<u>---</u>	<u>5,747</u>	<u>80.5</u>	<u>----</u>
Total	6,266	100.0	100.0	6,356	100.0	100.0

Source: 1963 Land Use Survey by Western North Carolina
Regional Planning Commission.

1970 Land Use Survey Field Survey, Division of
Community Planning, January, 1970.

Public and Semi-Public Land Use

This particular land use category includes any educational institution located in the area, the various churches which reflect the cultural heritage, recreation facilities and parks, hospital, county health department, American Legion, library, county hall, post office, etc.

Inside the town limits, 50 acres or 2.5 percent of land is developed and classified as public or semi-public, and the fringe area, 40 acres or 6.2 percent of all land is under this classification. The largest acreages are the two school sites, the State Highway Maintenance Department, and Prison Camp. The Franklin High School is located in town on Porter and Wayak Streets on 14 acres and the East Franklin Elementary School is located on Wataugh Street also in town on 7 acres. The remaining public and semi-public facilities inside town which includes churches and cemeteries are integrated within the residential areas.

The town hall and fire station are located together on East Main Street. The town has one park which is located on West Main Street, and no other park space whatsoever except that which is offered by the high school and elementary school.

There are seven churches located in the town limits and five churches in the extraterritorial area. The County Board of Education and School Bus Garage are located together on 5 acres on U. S. 64, west, out of town. The Macon County fairground is located on 8 acres on U. S. 23 south. The North Carolina Maintenance Department and vacant Prison Camp are on 18 acres on Windy Gap Road.

It should be noted that Macon County Recreation Commission is attempting to obtain a \$296,000 recreation park which would contain 23 acres. The park is to be located on U. S. 64 (south) inside the Franklin Planning

Area adjacent to the county fairgrounds.

Transportation Land Use

Within Franklin there are 167 acres or 8.3 percent of the total land area devoted to transportation. Total street mileage is 18.06 miles. Of this total, 2.73 miles is stone and 15.33 miles is surface-paved.

Streets and highways within the fringe area includes major arteries that provide access to the Metropolitan areas of Atlanta, Knoxville, and Asheville. Major thoroughfares in the area include U. S. 23, 64, 441, and N. C. 28. Within the planning area, 276 acres or 4.4 percent of all fringe area land is devoted to transportation.

The most often traveled streets and highways with the heaviest traffic volume include:

<u>Streets</u>	<u>Cars Per 24 Hour Count</u>
1. U. S. 23 and 441 (East and West Main at Indian Mound)	10,200
2. U. S. 64 (Palmer Street - one way)	5,600
3. U. S. 23-441 south at Town Hall	4,800
4. Iotla Street (north of Courthouse)	2,400
5. Georgia Road (U. S. 23-441 south at Womack Street)	5,000

Source: North Carolina State Highway Commission- 1968

Basically, most of the traffic on these streets and highways are serving the local population.

There are various street problems in Franklin such as dead end streets, holes in pavement, lack of curb and gutters, not clearly marked streets and dirt streets.

Land Use Problems

During the land use survey, a number of problems were identified which need immediate attention: They

are:

1. Action should be taken to provide additional better parking facilities in CBD, and integrating them with the thoroughfare plan.

2. Fencing around storage yard areas of hardware and builders supply establishments should be encouraged by the Town Board.

3. Removal of deteriorated, non-usable heavy construction equipment on Depot Street.

4. Dead end streets should be extended to permit through traffic flow. Some of these streets are Highland Avenue, Lone Street and Summit Drive.

5. Industrial land use on First Street mixed with residential uses.

6. Floodplains and steep topography hinders some land use applications. New buildings should not be permitted on the floodplain. If any existing uses expand, they should be required by the town to have flood protective construction. Steep topography limits possibilities of all forms of construction.

7. Strip commercial on highways U. S. 23 and 441 and U. S. 64 eventually reduces effectiveness of the highway by causing congestion.

8. Traffic congestion on east side of CBD near Indian Mound and further east on U. S. 23-441 needs corrective attention.

9. The existing zoning ordinance may have been too simple to adequately promote effective land use relationships. Only three land use districts are being used (residential, commercial, industrial).

Part Two
LAND DEVELOPMENT PLAN REVISION

Part Two

INTRODUCTION

The Land Development Plan is a reflection of the expected land use requirements of all major land uses in the Franklin Planning Area for a planning period of approximately the next twenty years. It indicates the most desirable future arrangement of areas of residential uses, commercial uses, industrial uses, recreational uses, public land uses, and transportation artery improvements. It is a general framework for the community's future development so that its growth may be orderly, efficient, and economical. The plan is based on the analysis of standards set forth in the Land Use Survey and Analysis report and is a refinement of the 1963 plan.

The Land Development Plan that was prepared by the Western North Carolina Regional Planning Commission in 1963, was never adopted by the Franklin Planning Board. The Town entered into an agreement with the North Carolina Division of Community Planning in 1969 for updating the Land Development Plan, and this report represents both the recommendations of the Division of Community Planning and the conclusions of the Franklin Planning Board about the needed updating.

Criteria For Land Use

Criteria should be developed before future land use can be designated for Franklin and its extraterritorial planning area. The criteria should be established from which a rational decision can be made to achieve the most suitable and the most desirable land usage. The criteria endorsed by the Planning Board are as follows:

Residential Development

1. Future residential development should be encouraged in areas presently served by public water and

sewerage.

2. Areas that presently house deteriorated structures should be considered potential residential redevelopment areas.

3. Existing residential land use should be a consideration although not a major factor in determining the location of future residential development.

4. Residential areas should be adjacent to or have easy access to the major thoroughfare system.

5. Soils should be suitable for residential development. Bearing strengths should be adequate, water tables should have reasonably good drainage characteristics. Soils should be suitable for either septic tank and public water and sewerage.

6. Residential development should be avoided in floodplain areas.

Commercial Development

1. Future commercial expansion should occur within the existing major commercial district.

2. Commercial development should coincide with the proposed transportation system to alleviate congestion of the commercial areas.

3. Off-street parking facilities should be provided in commercial areas.

4. Development of design standards for shopping centers.

5. Commercial development should be prohibited in areas subject to periodic flooding.

Industrial Development

1. Development should be located on nearly level land capable of being graded without undue expenses.

2. Sites should have water and sewer facilities or be reasonably close to such facilities if so desired.

3. Sites should have direct access to major thoroughfares.

4. Industrial building and expansion should be prohibited in these areas subject to periodic flooding.

Public, Semi-Public and Recreation

1. Development of structures should be prohibited in those areas subject to periodic flooding.

2. Uses being offered municipal sewer and water facilities and municipal fire protection should be located within the corporate limits or in areas that may later be annexed.

3. Sites acquired in developed areas should entail the least demolition of building and dislocation of families as possible.

Transportation

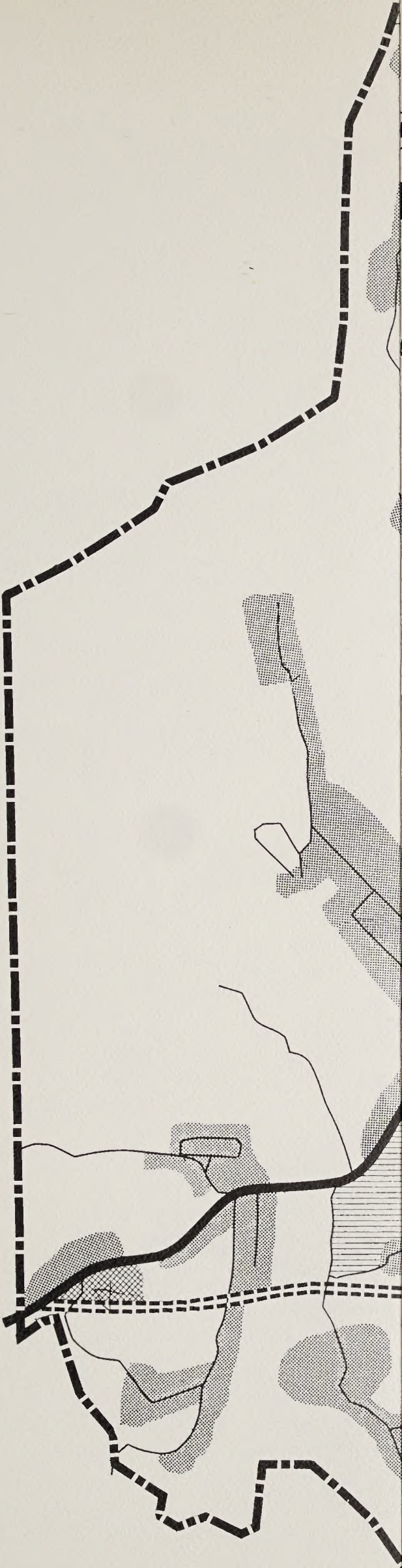
1. Local residential streets should not carry through traffic. Heavy commercial and industrial vehicles should be prohibited from this type street.

2. Heavy through traffic should not be permitted to funnel into the central business district, but rather be directed around it.

LAND USE PROPOSALS

The following proposals and recommendations are explicitly for the physical development of Franklin. Each land use classification is presented separately in order to simplify the proposed design and location of the use. The final plan is a revised proposal of the 1963 plan for future urban development in Franklin.

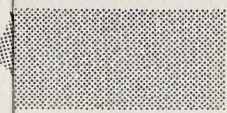
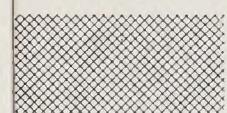
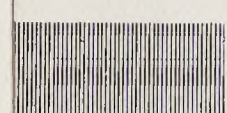
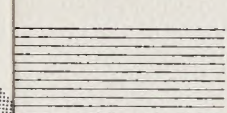
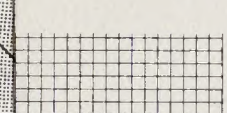
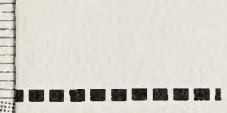
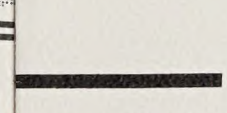
In 1963, the Western North Carolina Regional Planning Commission compiled a Generalized Land Development Plan and a Preliminary Thoroughfare Plan (Map 4) for Franklin. The 1963 plans were never promoted to accomplish any degree of implementation. In the 1963 plan, the General Land Use and Thoroughfare Plans were included, but there were no descriptions of the proposals in detail. The 1970 plan will include a Land Development Map (Map 5)



GENERAL LAND USE AND THOROUGHFARE PLAN—1980

FRANKLIN, NORTH CAROLINA

LEGEND

-  Residence
-  Commerce
-  Industry
-  Public
-  Flood Plain
-  Open
-  By-Pass
-  Proposed Thoroughfares
-  Existing Thoroughfares

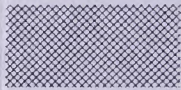
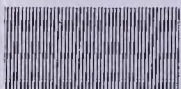
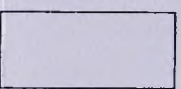
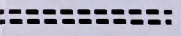
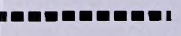
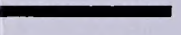
WESTERN NORTH CAROLINA
REGIONAL PLANNING COMMISSION

December, 1962

GENERAL LAND USE AND THOROUGHFARE PLAN—1980

FRANKLIN, NORTH CAROLINA

LEGEND

-  Residence
-  Commerce
-  Industry
-  Public
-  Flood Plain
-  Open
-  By-Pass
-  Proposed
Thoroughfares
-  Existing
Thoroughfares

WESTERN NORTH CAROLINA
REGIONAL PLANNING COMMISSION

December, 1962

MAP 4



SUGGESTED ALTERNATE THOROUGHFARE PLAN 1970

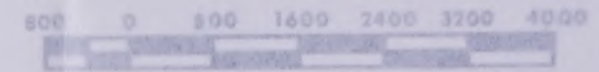
LEGEND

A thru K SEE TABLE 1

A



FRANKLIN, NORTH CAROLINA



SUGGESTED ALTERNATE THOROUGHFARE PLAN 1970

LEGEND

- URBAN DENSITY RESIDENTIAL
 - RURAL DENSITY RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - PUBLIC & SEMI-PUBLIC
 - PARKS & OPEN SPACE
- A thru K SEE TABLE 1

THOROUGHFARES

PROPOSED	EXISTING	
		MAJOR
		MINOR

A thru K SEE TABLE 1

THOROUGHFARE PLAN ADOPTED 1962

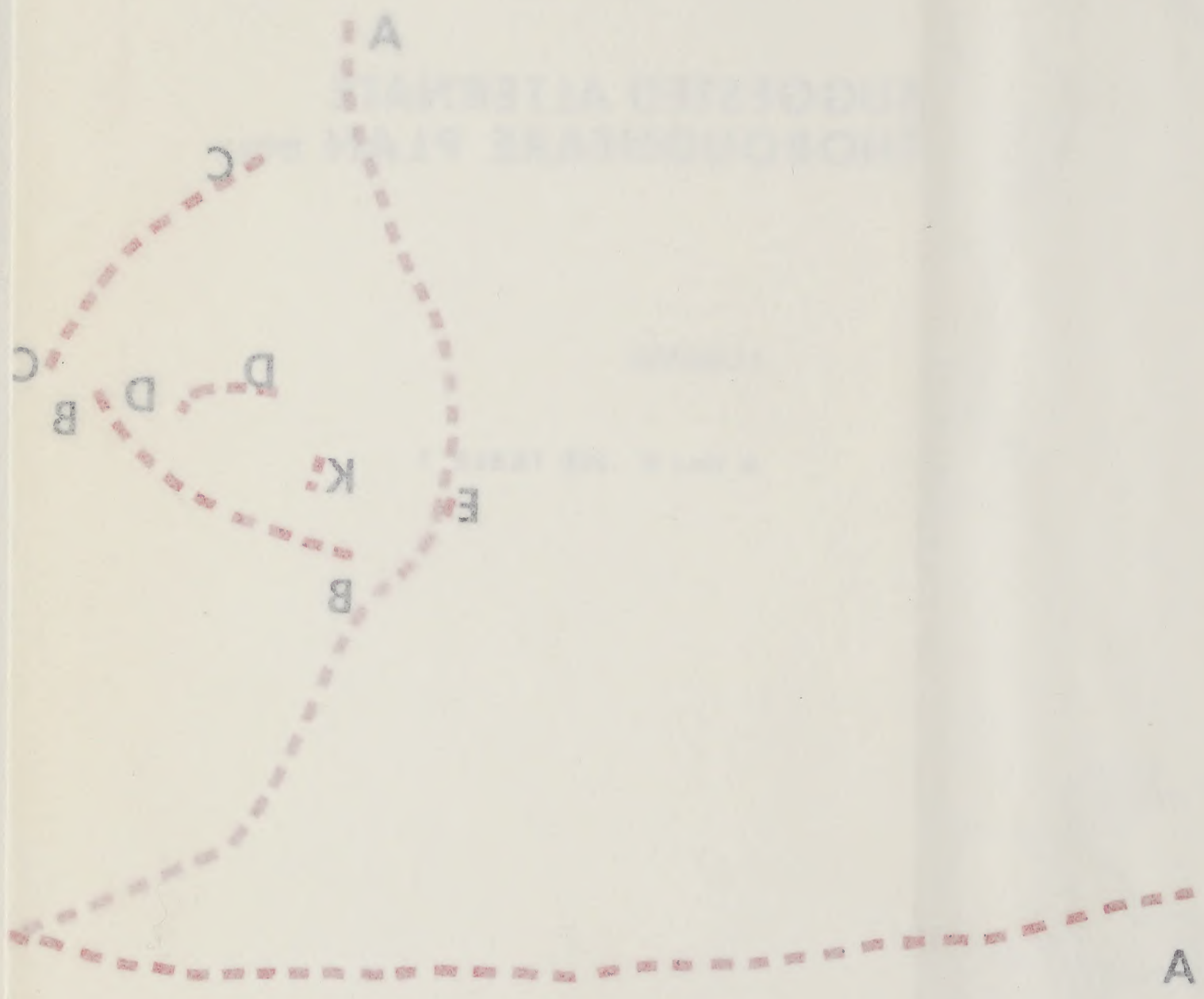
PREPARED BY:

N.C. STATE HIGHWAY COMMISSION

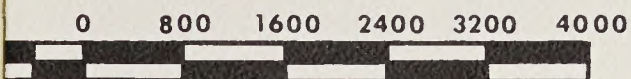
PREPARED BY:

N.C. DIVISION OF COMMUNITY PLANNING

MAP 5
OVERLAY 1



IN, NORTH CAROLINA



LAND DEVELOPMENT PLAN REVISION AND THOROUGHFARE PLAN

LEGEND

-  URBAN DENSITY RESIDENTIAL
-  RURAL DENSITY RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC & SEMI-PUBLIC
-  PARKS & OPEN SPACE

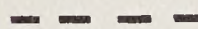
THOROUGHFARES

PROPOSED

EXISTING



MAJOR



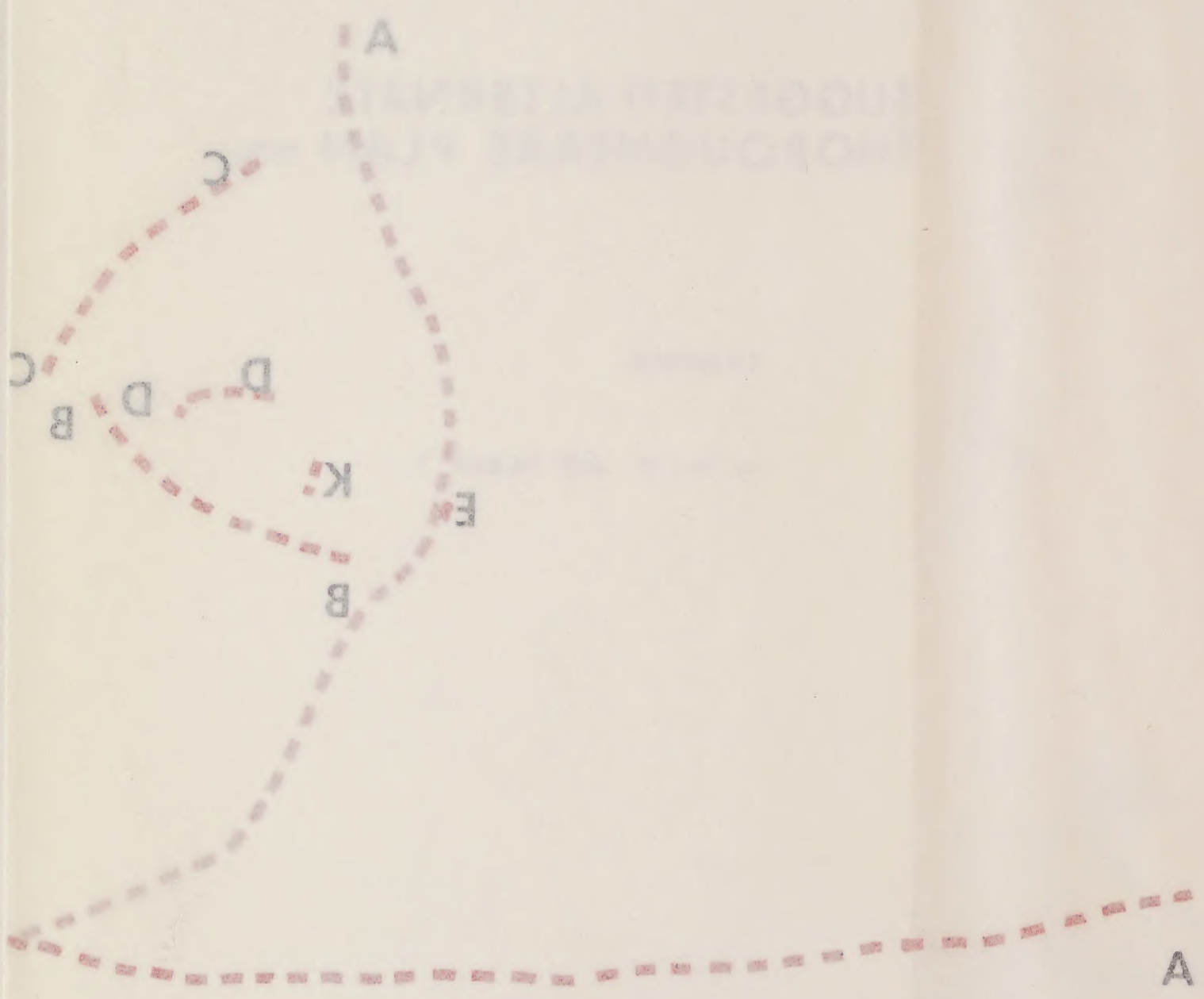
MINOR

A thru K SEE TABLE 1

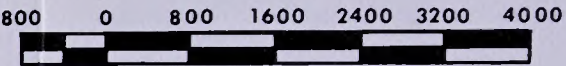
THOROUGHFARE PLAN ADOPTED 1963

PREPARED BY:

N.C. STATE HIGHWAY COMMISSION



FRANKLIN, NORTH CAROLINA



LAND DEVELOPMENT PLAN REVISION AND THOROUGHFARE PLAN

LEGEND

- URBAN DENSITY RESIDENTIAL
- RURAL DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC
- PARKS & OPEN SPACE

THOROUGHFARES

PROPOSED	EXISTING	
---	—	MAJOR
- - -	—	MINOR

A thru K SEE TABLE 1

THOROUGHFARE PLAN ADOPTED 1963

PREPARED BY:

N.C. STATE HIGHWAY COMMISSION

with an overlay (overlay 1) of the suggested alternate thoroughfare plan, and provide a detailed description of each land use.

RESIDENTIAL

Variety, in the nature of housing density pattern, is felt to be an essential aspect of the town's future residential land use configuration. For example, urban density modes are planned in areas nearest the central area of town, at five units per acre. They are proposed in presently built up or growing areas that are capable of being served by municipal water and sewerage facilities. Rural density housing is indicated on the plan as occurring in outlying locations. In many cases, these lands will, in fact, be employed for agricultural purposes and appear almost as open space.

A great proportion of the land acreage within the town limits is already built up to urban density level. The most critical areas of urban density occur in those neighborhoods that lack a full complement of public utilities; suffer from unpaved streets and non-existent sidewalks; that are characterized by vacant buildings; incompatible land uses; overcrowding; structural deterioration; and, a generally disorderly appearance. The Land Development Plan is intended to create a much more compact housing core within the town itself. This objective is facilitated by structuring the planning area in a manner that allows for future development throughout the fringe, while increasing the density level within Franklin.

The urban and rural density areas shown on the development plan were delineated on the basis of existing and proposed facilities; soil suitability for intensive development; utility placement; and extension feasibility; and their projected effect on surrounding future developments.

The plan identifies Trimont Circle and south of Wayah Street as suitable areas for urban residential expansion. It is very probable that these areas will absorb most of the new residential development within the planning period.

The rural density of residential development is most suitable in an area located near U. S. 23-441 south. Within the planning period, residential development of this area will likely grow. However, due to the lack of access to municipal water and sewerage facilities, and the distance from the Central Business District, the area will probably remain predominantly rural in character.

Within all of the residential areas indicated on the plan there will be small areas not suitable for residential development, and likewise, there will be small pockets of land suitable for limited residential development that are not indicated.

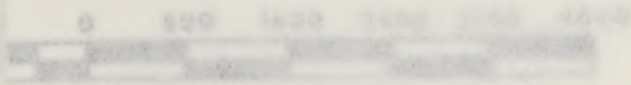
It has been stated that Franklin will supply water services beyond the present town limits as the community grows. The water system is discussed in detail in Franklin's Community Facilities Plan. For use in preparing the Land Development Plan, an overlay (overlay 2) of the water system in the planning area is included.

COMMERCIAL

Central Business District

The plan shows three classifications of commercial uses. The first type is intended to provide for the Central Business District. It includes offices, stores, banks, and government buildings. The main attention of the plan would be to make the central core area into a governmental - shopping area complex, oriented toward the pedestrian on Main Street. Vacant land and deteriorating residential and commercial property within this area

IN, NORTH CAROLINA



LAND DEVELOPMENT PLAN REVISION AND THOROUGHFARE PLAN

GEND

WATER LINES

EXISTING

PROPOSED

LESS THAN 6 INCH

6 to 8 INCH DENSITY RESIDENTIAL

10 to 12 INCH DENSITY RESIDENTIAL

COMMERCIAL

INDUSTRIAL

PUBLIC & SEMI-PUBLIC

PARKS & OPEN SPACE

THOROUGHFARES

PROPOSED

EXISTING

MAJOR

MINOR

MAJOR

MINOR

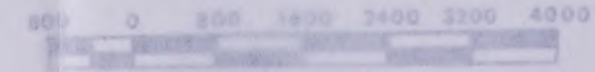
A thru K SEE TABLE 1

THOROUGHFARE PLAN ADOPTED 1963

PREPARED BY:

N.C. STATE HIGHWAY COMMISSION

FRANKLIN, NORTH CAROLINA



LAND DEVELOPMENT PLAN REVISION AND THOROUGHFARE PLAN

LEGEND

WATER LINES

EXISTING PROPOSED

LESS THAN 6 INCH

6 to 8 INCH DENSITY RESIDENTIAL

10 to 12 INCH DENSITY RESIDENTIAL

COMMERCIAL

INDUSTRIAL

PUBLIC & SEMI-PUBLIC

PARKS & OPEN SPACE

THOROUGHFARES

PROPOSED

EXISTING

MAJOR

MINOR

A thru K SEE TABLE 1

THOROUGHFARE PLAN ADOPTED 1963

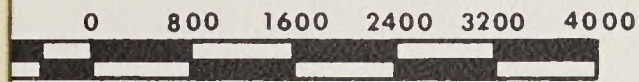
PREPARED BY:

N.C. STATE HIGHWAY COMMISSION



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IN, NORTH CAROLINA



LAND DEVELOPMENT PLAN REVISION AND THOROUGHFARE PLAN

LEGEND

-  URBAN DENSITY RESIDENTIAL
-  RURAL DENSITY RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC & SEMI- PUBLIC
-  PARKS & OPEN SPACE

THOROUGHFARES

PROPOSED

EXISTING



MAJOR



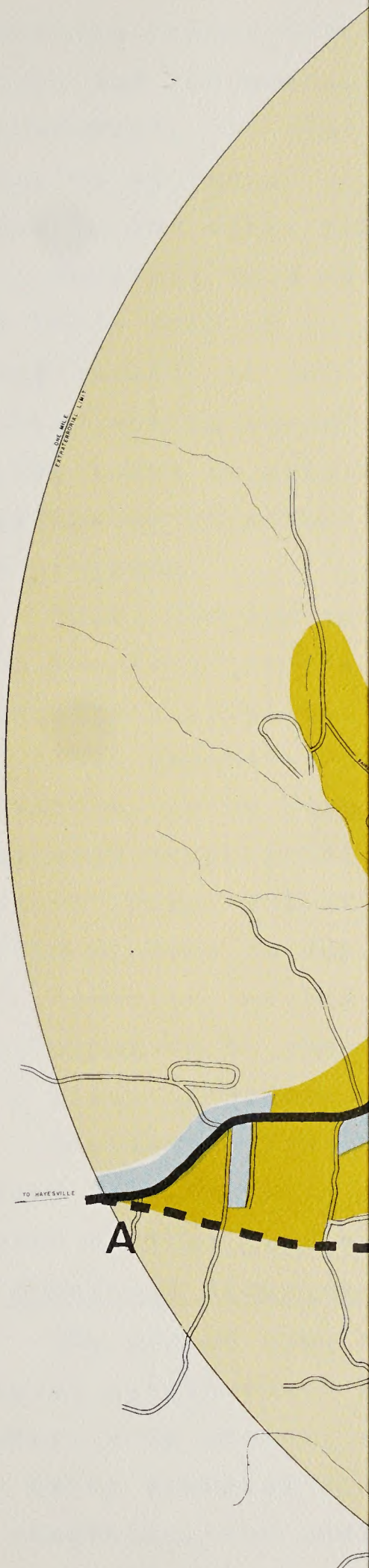
MINOR

A thru K SEE TABLE 1

THOROUGHFARE PLAN ADOPTED 1963

PREPARED BY:

N.C. STATE HIGHWAY COMMISSION

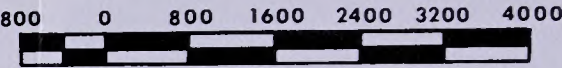




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FRANKLIN, NORTH CAROLINA



LAND DEVELOPMENT PLAN REVISION AND THOROUGHFARE PLAN

LEGEND

- URBAN DENSITY RESIDENTIAL
- RURAL DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI- PUBLIC
- PARKS & OPEN SPACE

THOROUGHFARES

PROPOSED	EXISTING	
---	—	MAJOR
- - -	—	MINOR

A thru K SEE TABLE 1

THOROUGHFARE PLAN ADOPTED 1963

PREPARED BY:

N.C. STATE HIGHWAY COMMISSION

should provide adequate room for future growth.

The Townlift Program is a program conducted by the Tennessee Valley Authority. It represents a visual survey and recommendations for initiating downtown improvement. It also recommends community-wide beautification of street and thoroughfare rights-of-way, historic and other public building sites.

Townlift is a community project from the beginning, and TVA's role is to assist the town in its project, being careful to coordinate its activities with that of state planning agencies which provide technical assistance to the towns to assure that there is no duplication or overlapping of efforts and to avoid conflicts in plans and programs.

Next, TVA and state agency representatives meet with the local people for an initial discussion of the community's problems and goals. It is usually the case for local organization, called the Townlift Coordinating Committee, to be formed. This group, which may be a state chartered corporation, normally serves to raise funds, develop ideas, enlist broad-based local support; and implement work on improvement projects.

Franklin, at this point, is involved with the participation of the downtown Merchant's Association in a clean-up-paint-up-fix-up campaign.

Implementation of the Townlift Program will indeed help Franklin's Central Business District remain a vital growing part of the town.

Neighborhood Shopping Centers

The second type of commercial use provides for the typical neighborhood group of stores, including food stores, drug stores, and personal services. Usually, the major store is a supermarket. Actually, this type of classification could come under the term "Neighborhood Shopping Centers". The plan assigns areas for

this type of development in three sections of the planning area. The three locations are proposed on the bypass of the major thoroughfare system. They are located at the interchanges at its beginning at U. S. 23-441, Clark Chapel Road, and U. S. 23-441 south.

Highway Business

One of the major intentions of the Land Development Plan is to discourage the uncontrolled expansion of strip commercial along U. S. 23-441 south-north, and U. S. 64 west. This will be done by consolidating these uses into logical areas. To secure proper expansion of this use, the commercial activities should possess these attributes:

1. They should provide only those services absolutely essential to the traveling public.
2. Clustering of these units is preferable to intermingling them with incompatible uses.

This type of commercial development is proposed for U. S. Highway 64, southeast and State Road 1318, off U. S. 64, west.

INDUSTRY

Most of the industrial sites that will be proposed in this Land Development Plan were proposed in the 1963 plan. The sites were proposed only as indicated on the map; there was no written description of each of the proposed industrial sites.

The 1963 plan recommended an industrial site to be located within the town limits. The 1970 revised plan recommends that no more industrial sites be located within the town limits. This is recommended for the protection of Franklin's future and due to site insuitability in town, proposed locations of industrial sites are all outside the town limits.

With the revised plan, the principal area chosen for industrial expansion is located on U. S. 23-441

southwest, which is already being served by municipal water and sewer and is identified as an industrial area. As for additional land, topographically, it is suitable for industry in this area. The area is suitable for water and sewer utility extensions and these facility needs are identified on the Land Development Plan map. It is presently free from conflicting land uses. Also, the soils are suitable for industrial uses. The proposed bypass will facilitate the east-west traffic and provide adequate transportation for the industries. This industrial site contains approximately 25 acres and should be a site of suitable size for a variety of industries.

The North Carolina Division of Commerce and Industry, of the Department of Commerce and Industry, recommended the following three sites for future industrial development. The sites are located outside the town limits. The first site is called the Burrell Site and is located across from the new airport off N. C. 28, and contains 35 acres. The second site is called the Leonard Horne site, and is located on State Road 1668 south-east of Franklin. It contains 40 acres. The third site is the Grant Gardner site and is located off U. S. 64, south on State Road 1653, north-south. It contains 40 acres.

The proposed three sites are located near major highways which will provide adequate truck transportation access for new industries. Unfortunately, these sites do not have available municipal water and sewer facilities. At this time, these sites are the only ones feasible for future industrial expansion.

The three proposed sites should be large enough to accommodate any reasonable size of industry. Some industries would prefer a more rural site and would provide their own water and sewer facilities. It is

recommended that no industrial development be located in the town limits because of the compactness of the town limits and buildable area available. Also, the areas that would be otherwise suitable for industrial sites are located in the flood plain.

Most all of the incorporated area is served by the town sewer system which has a treatment plant located on the Little Tennessee River, north of Franklin on Lake Emory. An overlay (overlay 3) graphically displays the sewer lines and describes possible trunk line additions which would be needed in the future in the one mile jurisdictional area. Detail description of the sewer system is in Franklin's Community Facilities Plan.

PUBLIC AND SEMI-PUBLIC

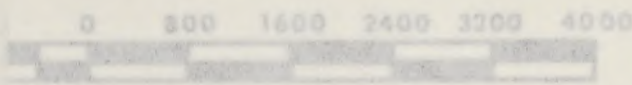
The principal land users in this category are: the schools, hospital, Town Hall, Chamber of Commerce, County Health Department, cemetery grounds, churches, and courthouse. The new County Courthouse construction began in July, 1970. The new courthouse will be on Main Street. The new Chamber of Commerce headquarters has been constructed and is located on U. S. 64 west.

The Angel Hospital, the County Health Center, and Medical Association are integrated in what may become the county's medical complex. The 1970 plan proposed the expansion on the existing eight acres to this complex. At present, a portion of the complex is being graded for a Doctor's Building.

Detailed discussion about public and semi-public facilities are included in a Community Facilities Plan for Franklin. This plan was prepared and delivered to the Town during 1970 by the Division of Community Planning.

In 1966, the Macon County Board of Education requested that the Division of School Planning of the

IN, NORTH CAROLINA



LAND DEVELOPMENT PLAN REVISION AND THOROUGHFARE PLAN

END

SEWER LINES

EXISTING

PROPOSED

4 to 6 INCH

8-10 & 12 INCH

15 INCH

COMMERCIAL

INDUSTRIAL

GENERALIZED SERVICE EAS

PARKS & OPEN SPACE

END

THOROUGHFARES

PROPOSED

EXISTING

SHORT RANGE 1 to 5 YEARS

LONG RANGE 6 to 20 YEARS

MAJOR

MINOR

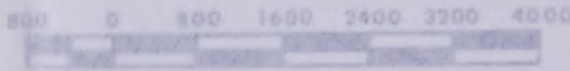
A thru K SEE TABLE 1

THOROUGHFARE PLAN ADOPTED 1963

PREPARED BY

N.C. STATE HIGHWAY COMMISSION

FRANKLIN, NORTH CAROLINA



LAND DEVELOPMENT PLAN
REVISION AND THOROUGHFARE
PLAN

LEGEND

SEWER LINES

EXISTING PROPOSED

4 to 6 INCH

8-10 & 12 INCH

15 INCH

COMMERCIAL

INDUSTRIAL

GENERALIZED SERVICE
AREAS

LEGEND

THOROUGHFARES

SHORT RANGE 1 to 5 YEARS

LONG RANGE 6 to 20 YEARS

MAJOR

MINOR

A thru K SEE TABLE 1

THOROUGHFARE PLAN ADOPTED 1963

PREPARED BY:

N.C. STATE HIGHWAY COMMISSION



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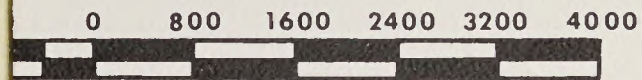
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IN, NORTH CAROLINA



LAND DEVELOPMENT PLAN REVISION AND THOROUGHFARE PLAN

LEGEND

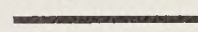
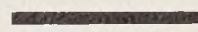
-  URBAN DENSITY RESIDENTIAL
-  RURAL DENSITY RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC & SEMI- PUBLIC
-  PARKS & OPEN SPACE

THOROUGHFARES

PROPOSED



EXISTING



MAJOR

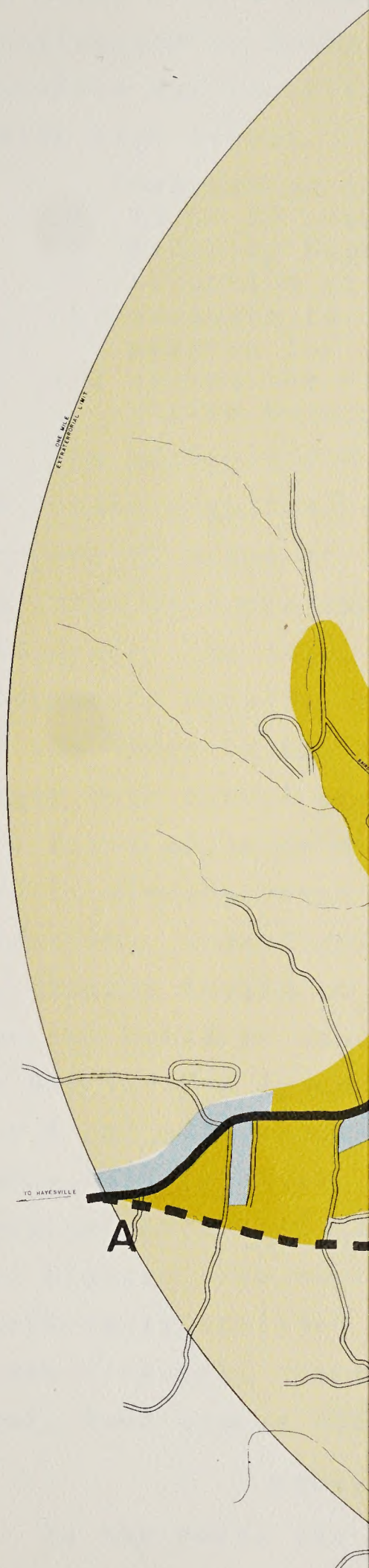
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THOROUGHFARE PLAN ADOPTED 1963

PREPARED BY:

N.C. STATE HIGHWAY COMMISSION





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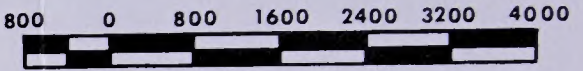
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FRANKLIN, NORTH CAROLINA



LAND DEVELOPMENT PLAN REVISION AND THOROUGHFARE PLAN

LEGEND

- URBAN DENSITY RESIDENTIAL
- RURAL DENSITY RESIDENTIAL
- COMMERCIAL
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THOROUGHFARES

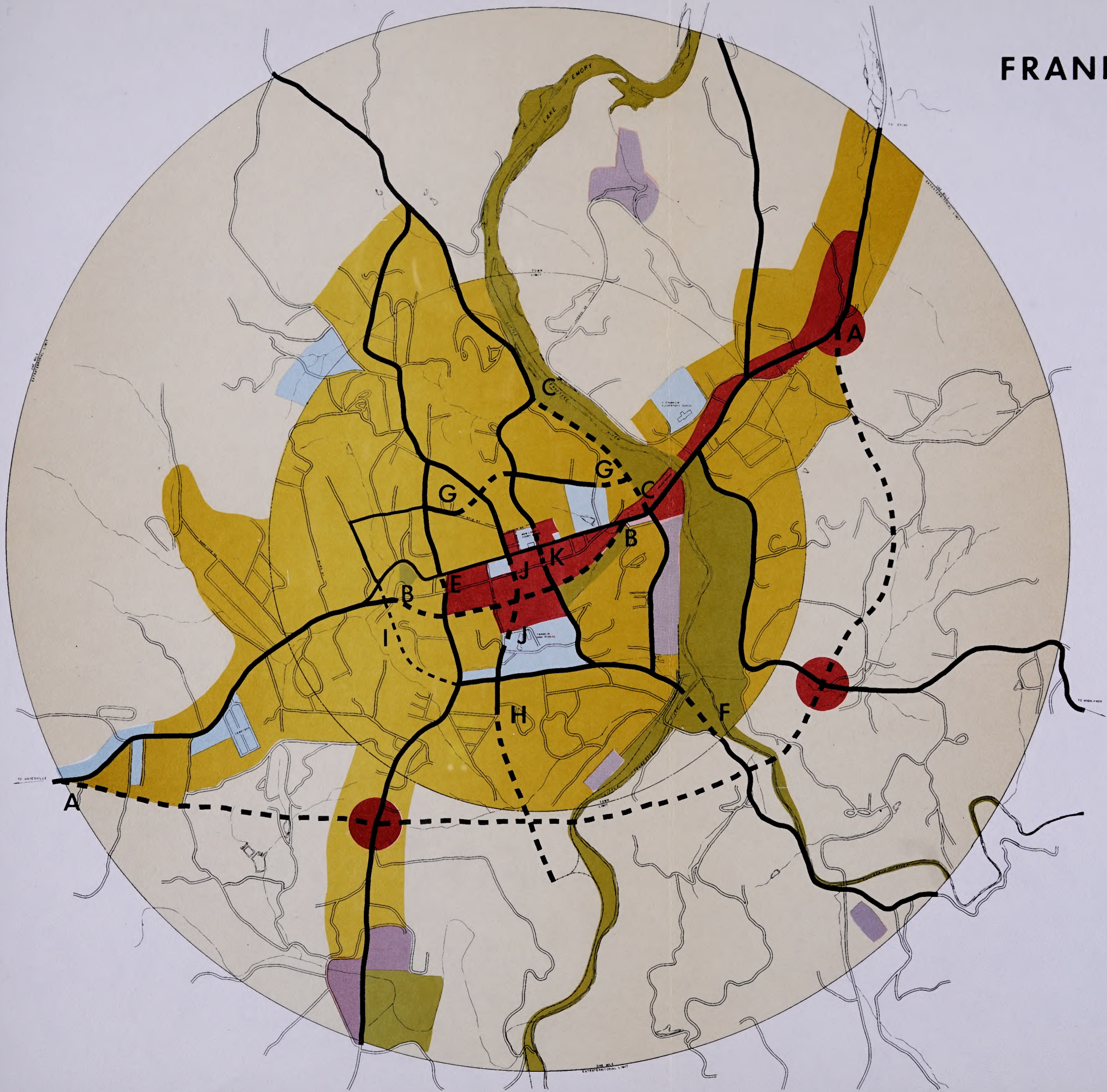
PROPOSED	EXISTING	
		MAJOR
		MINOR

A thru K SEE TABLE 1

THOROUGHFARE PLAN ADOPTED 1963

PREPARED BY:

N.C. STATE HIGHWAY COMMISSION



North Carolina Department of Public Instruction assist the Board with a survey of the school facilities and organization in Macon County. Included in the recommendation for Franklin were statements concerning a Junior High School:

"Acquire an adequate site, if possible 25 to 30 acres, in the vicinity of Franklin High School for the construction of a new secondary facility adequate to serve a comprehensive program for grades 7, 8 and 9 for either the Franklin district or the entire County."

The survey did not propose a definite site for the Junior High School. The Board of Education did purchase 25 acres of land for the Junior High Schools, but later sold the land to Macon County Recreation Committee. The land, located off U. S. 23-441 (southwest) outside the town limits of Franklin is now the Macon County Park. A proposed possible junior high school site could be the practice football field adjacent to Franklin High School. This land is already owned by the Macon County Board of Education. School children of junior high school age are already bussed to the site. The football field for game use could be converted to more intensive recreational use and varsity football games (to the magnitude of 4 to 6 per year) could be possibly held at the new Macon County Park to obtain additional use of that lighted facility which will have better access and parking on game nights. The currently held land can be more beneficially utilized in educational facilities so that no new financial commitments will be necessary for water, sewer, land access and other utilities.

RECREATION

In the past, the recreational facilities in Franklin have been very limited. Today, only one recreation

facility exists inside the town excluding the high school and elementary school playgrounds. The 1963 plan for Franklin included the word "Public" but did not specify what the different public uses were nor did the plan give any description of the uses. This 1970 plan will give the specific recreation areas, and recommend the number of acres and locations.

To further advance the aesthetic enhancement of the community, a park facility is recommended south of the downtown area in the flood plain, known as "Frogtown" locally. This proposed park will contain two acres and will be connected to the downtown area by Phillips Street. The park is in an excellent location to serve a growing residential neighborhood. This facility, coupled with the existing park sponsored by the Franklin Jaycees (located on U. S. 64 west), should provide an appropriate recreation use area to that side of town. The activities offered should be essentially passive with some developed active space for play area. It is also recommended that this park contain swings, sand boxes, and a sliding board. A well designed plan and proper landscaping should be included in order to achieve the most attractive approach.

A major recreation complex (Macon County Park) is proposed and partially under construction on U. S. 23-441 south. The complex involves a proposed 23 acre site. The park is to be located inside the Franklin Planning Area, adjacent to the county fairgrounds. The park will consist of ball fields, a swimming pool, and picnic areas. (The area can be used for active and passive recreation, i. e., outdoor play, day camping, bank fishing, etc.) The park is set for completion in 1971.

This development, along with the existing high school playground facilities, the elementary school, the

existing Jaycee park and the proposed "Frogtown" park, should satisfy the specific recreation needs of the 1990 population.

The County Park plans were prepared by Gardner Gidley and Associates, Winston-Salem, North Carolina in December, 1967. There are several contractors constructing the complex.

Recreation Program

The Town has no supervised recreation program. In initiating a program, it is sensible to follow the axiom of "providing the greatest good for the greatest number" within the limits of available funds. Basic programs and activities which benefit large numbers of people should be inaugurated first, and programs should be offered to appeal to persons of all ages and both sexes on a year-round basis. By offering something for everyone, the program can attract broad community support, eventually permitting the program concepts to be expanded to include new and experimental activities. While the program will grow and evolve in time to meet all the needs of the people served, it must have a starting point.

The following is a list of recommended activities which might well be included in a recreation program.

1. A supervised summer playground program.
2. Organized athletic leagues for baseball, softball and basketball.
3. An indoor program including:
 - (a) Teen activities such as dances and clubs.
 - (b) Square dancing
 - (c) Various classes in the arts and crafts areas.
 - (d) Organized hobby groups and clubs (model airplane, photography, archery and rock and mineral clubs are examples.)
 - (e) Activities for Senior citizens.

(f) Special activities for women (classes on cooking and sewing.)

4. The provision of picnic areas.

5. Opportunities for informal but organized plays for adults and children.

6. Swimming instruction, life saving classes, competitive swimming, for all ages.

The above listing is not intended to be inclusive. It merely indicates a starting point for a well-rounded program.

Local people should assist in development of the recreation program. It is essential that the recreation program be responsive to the expressed needs of the citizens it serves. It is recommended a recreation committee, advisory council, or commission be established to serve as an effective sounding board for new program offerings, and to encourage suggestions for new areas of services and can even be a source of leadership and financial assistance in providing equipment and program support.

1963 THOROUGHFARE PLAN

This preliminary Thoroughfare Plan was prepared by the Advance Planning Section of the North Carolina State Highway Commission with assistance from the Western North Carolina Regional Planning Commission. This plan was adopted by the Town of Franklin and the State Highway Commission in November, 1963.

This plan was prepared to point out specific transportation needs and serve as a guide until detailed engineering studies beyond the scope of that study could be undertaken.

In 1969, The Franklin Planning Board felt that the 1963 Thoroughfare Plan needed to be revised. A revised plan was prepared by the Division of Community Planning that reflected local officials' desires and was sent to

the State Highway Commission for review. The State Highway Commission preferred to retain the 1963 plan.

It is now up to the locality to determine if this is acceptable or if conditions have changed enough to request detailed review by the Highway Commission.

The following information is a recopy of the 1963 Thoroughfare Plan.

Major collector streets, proposed extended and new streets, and the by-pass are shown on the General Land Use and Thoroughfare Plan map.

Collector Streets:

The network of collector streets which route residential traffic downtown and back again can be improved by minor additions, plus widening where width will not accommodate at least two lanes of traffic and a parking lane on either side.

It is recommended that Maple Street be realigned to join Bidwell Street. This will improve north-south traffic flow.

Another north-south artery improvement should be Itola Street - Phillips Street. After construction of a new Macon County Courthouse on a larger site, Itola Street can be extended through the present site to Phillips Street. Excess right-of-way should be retained for beautification and public enjoyment. Phillips Street should be widened and improved from Main Street to Wayha Street.

Porter Street needs to be realigned at the intersection of Wayha Street to provide an easier flow of traffic to the east. Clark-Chapel Road needs straightening at the river.

Loop Streets:

A new east-west street is recommended from Maple Street to Depot Street. This street would serve as an inter-loop street and eventually provide for the

expansion of the business district.

A connector street between Itola Street, paralleling River Drive, and East Main Street at Depot Street would serve to direct northwest-southwest traffic to the east of the business district.

By-Pass:

A by-pass skirting the southern and eastern portion of Franklin is recommended before 1980. This by-pass will help relieve downtown congestion by diverting through-traffic.

The capacity of this artery should be determined by a thorough traffic study to be made by the State Highway Commission. However, it is suggested rights-of-way be reserved for four lanes of divided traffic with interchanges at its beginning at U. S. 23-441, U. S. 64 South, Clark-Chapel Road, U. S. 23-441 South, and U. S. 64 West, at the western terminus. This by-pass can also function as a portion of Franklin's outer loop.

SUGGESTED ALTERNATE THOROUGHFARE PLAN

Franklin's street system, as it exists today, has caused many unnecessary conflicts between vehicular and pedestrian traffic in the Central Business District. Some of the streets in the Central Business District were laid out in a manner that hinders the circulation of traffic. For example, present traffic is forced to go through the Central Business District in order to reach certain areas on the other side of town. Local traffic should be able to circle or by-pass the Central Business District.

At present, the Central Business District has a pressing parking problem. A lack of off-street parking necessitates metered parking on both East Main and West Main streets within the Central Business District and

creates further congestion. Both private and municipal off-street parking is inadequate.

Parking should be considered as an element of the street system. Church Street and Palmer Street, both of which by-pass the Central Business District, offer opportunities for providing additional parking facilities and integrating them with the traffic plan.

It is proposed that parking areas be developed on the north side of Palmer Street from Harrison Street to Patton Street. Also, parking is proposed along the new proposed street near Church Street.

Annual Daily Traffic

Annual daily 24-hour traffic volume in 1968 tabulated by the North Carolina State Highway Commission, indicates that U. S. 23 and 441 are the heaviest travelled streets with 10,200 vehicles passing on East and West Main Street at the Little Tennessee River Bridge.

Approximately 5,600 vehicles are using U. S. 64 on Palmer Street which is one-way going east. Also, 4,800 vehicles circulate on U. S. 23-441 south of the town hall. On Iotla Street, near the core area, 2,400 vehicles pass just north of the courthouse. Georgia Road supplies a count of 5,000 vehicles a day on U. S. 23-441 south of Womack Street. U. S. 23-441, Iotla Street and Georgia Road are the heaviest travelled roads in the town.

At present, the streets named in the daily traffic count are at their capacity and should be widened or on-street parking removed. Detailed suggestions for street improvements are included in the Franklin's Community Facilities Plan.

The 1963 Thoroughfare Plan has been reviewed by the Franklin Planning Board and deemed to be in need of revision in some respects. The following table

compares the 1963 plan with the 1970 revision. It should be noted that some segments are suggested for deletion while one new proposal for improving Central Business District circulation has been added. The local officials have reviewed this proposal and favor these suggestions rather than the 1963 plan.

TH

Segment	1963 Plan	Suggest Action
A	By-Pass (outer-loop)	Retain
B	Maple Street to Depot St. (inner loop)	Delete
C	Collector St. between Iotla St. & E. Main St. at Depot	Retain
D		Propos
E	Maple Street realigned to Bidwell St.	Retain
F	Clark-Chapel Rd. Connection	Retain
G	Collector from Iotla to Lyle St.	Delete
H	Extension of Porter St. to Bypass	Delete
I	Extension of Gaston Street to Wayah St.	Delete
J	Porter Street realigned at intersection of Wayah St.	Delete
K	Extension of Harrison Ave. from West Main to Palmer St.	Retain

Priorities: The order of p
as follows: S

COMPARISON OF 1963 FRANKLIN
THOROUGHFARE PLAN WITH THE PROPOSED 1970 PLAN

TABLE 1

Segment	1963 Plan	Suggested Action	1970 Suggested Thoroughfare Plan Revision
A	By-Pass (outer-loop)	Retain	This bypass will help relieve downtown congestion by diverting through traffic. Rights-of-way will be reserved for four lanes of divided traffic with interchanges at its beginning at U. S. 23-441, Clark Chapel Road, U. S. 23-441 south, and U. S. 64 west, at the Western terminus. This bypass will function as a portion of Franklin's outer loop.
B	Maple Street to Depot St. (inner loop)	Delete	This inner-loop street should be modified to extend only from Depot Street to Porter Street. This proposal will improve access to the high school. The major reason for partial deletion is the proposed shopping center off U. S. 23 & 441 now under construction which has been so located that it is in the alignment adopted in 1963.
C	Collector St. between Iotla St. & E. Main St. at Depot	Retain	This collector street would serve to direct north-west-southwest traffic to the east of the business district.
D		Proposed	<u>New Proposed Street</u> from East Main Street to Iotla Street. This street will channel traffic off East Main Street to Iotla Street or to Church Street and will give access to parking facilities behind the north side of the Central Business District.
E	Maple Street realigned to Bidwell St.	Retain	This collector will improve north-south flow of traffic. The proposal has received last priority of the plan.
F	Clark-Chapel Rd. Connection	Retain	This proposal will straighten Clark Chapel Road at the Little Tennessee River for a direct route to interchange on the proposed bypass and include a new bridge.
G	Collector from Iotla to Lyle St.	Delete	The proposed street (D) from East Main to Church Street will take care of one-way traffic going to the west of Lyle Street.
H	Extension of Porter St. to Bypass	Delete	The proposed extension of Porter Street was deleted because there is no interchange at the proposed bypass. Also, it would be an unnecessary expense to the Town related to other highway needs.
I	Extension of Gaston Street to Wayah St.	Delete	The terrain is steep and also the proposed street is proposed through a residential area of good housing.
J	Porter Street realigned at intersection of Wayah St.	Delete	Unnecessary because U. S. 23-441 will take the traffic to the east. Also, Section H, which was proposed as an extension of Porter Street was deleted because of the fact that there is no proposed interchange at the bypass.
K	Extension of Harrison Ave. from West Main to Palmer St.	Retain	This proposal will circulate traffic from the north on Harrison Street and from east on Main Street to flow freely on Palmer Street to Porter Street.

Priorities: The order of priorities established by the Franklin Planning Board on June 2, 1970 are as follows: Sections B, C, D, K, F, and E.

IMPLEMENTATION OF THE PLAN

Once the finalized plan of development for Franklin is adopted, the remaining link between the ideas and realization of the plan is implementation. This is naturally the most important aspect of the overall planning process. The remaining section deals with the various tools available to the local government to aid in materializing the final plan.

Zoning

Zoning is the key to the fulfillment of the Land Development Plan. Zoning delineates districts according to permitted land use, and sets the density of population and structures, lot sizes, building setbacks and off-street parking. This legal tool should be considered very important for encouraging the most appropriate use of land throughout the community.

Franklin at present does have an adopted zoning ordinance. This ordinance was written in 1953 by the North Carolina League of Municipalities. Although the ordinance was adopted by the Town Board of Aldermen, Franklin failed to enforce the ordinance. In 1963, the Western North Carolina Regional Commission revised the zoning ordinance of 1953. This revision was almost an identical copy of the 1953 ordinance. The zoning map was a recopy of the 1953 zoning map. The 1963 zoning ordinance was never adopted so the 1953 ordinance is still in effect.

It was recognized by the local officials that the 1953 ordinance is outdated and that a more modern ordinance was badly needed. So with the preparation of the Land Development Plan, a new zoning ordinance is being written. This ordinance is based on the Land Development Plan set forth in this report.

A zoning ordinance is only a tool, and will only work if it is properly enforced. The effectiveness of the zoning ordinance then greatly depends on the administration of this tool. The revised zoning ordinance is expected to be adopted before the end of 1970.

Subdivision Regulation

Subdivision regulations can be adopted to regulate and control the subdivision of land within the corporate limits and one mile extraterritorial jurisdiction of the Town of Franklin. Through subdivision regulations, proposed subdivisions are reviewed by the Town Planning Board and Town Council. The regulations and review insure that lots are adequate in size, that streets are wide enough to be accepted by the Town or Highway Commission for maintenance, that proposed roads connect with nearby existing roads, etc. The use of subdivision regulations protect the developers, future purchases of lots, town maintenance, utility needs and coordination of new development with existing streets. The Thoroughfare Plan and Development Plan objectives can be more ensured by enforcing these regulations. Developers could even be required by the Town to dedicate certain amounts of land for public facility uses in each subdivision. If the land was not purchased by the Town or School Board for this kind of use after a specified time period, the developer could go ahead and totally develop the land in residential lots.

Franklin has a subdivision ordinance which was prepared by the Western North Carolina Regional Commission in 1963, but

was never adopted. Consequently, no enforcement of subdivision regulations has occurred in Franklin. In 1969, the town officials recognized the need to include this in their planning program. These regulations, if adopted and properly enforced, will insure quality residential development areas that will have less long range financial demands on municipal funds.

Building Codes

Building codes (building, electrical, and plumbing) are additional tools that can be used to establish good development standards. If these codes are effectively administered, it will provide the necessary tools to insure that development within the planning area meets minimum standards. The standards contained in the codes apply to safe design, methods of construction, and uses of material in building. These standards apply to alternations that are made to existing buildings as well as to new construction.

Franklin has not yet adopted building codes that apply to all types of construction, but several codes are currently being considered by the Town. It is important that the town adopt and revise its regulations periodically to keep abreast with new building design and to maintain a staff of adequate size to effectively administer the codes.

Citizen Group Involvement

It is important that the residents of Franklin be involved in every step of the planning process. With the involvement of the residents, it will enable the residents to

develop a real knowledge base, and assure that the Land Development Plan reflects the interests, aspirations of the residents as effectively as possible. Without the combined values and attitudes of the residents, the plan will fail.

Low Rent Public Housing

This program provides loans and annual contributions which permit public agencies to provide decent, safe and sanitary housing for low-income families at rents they can afford. This program would be beneficial to Franklin's and Macon County's low income families.

Local housing authorities established by a local government in accordance with State Law, authorized public agencies, or Indian tribal organizations are eligible. The proposed program must be approved by the local governing body, and a certified Workable Program for Community Improvement is required. The administering agency for this program is Housing Assistance Administration, Department of Housing, and Urban Development or HUD Regional Office, in Atlanta, Georgia.

Soil and Water Conservation

Soil Conservation Service technicians assist in the application of the more difficult practices called for in the conservation plan, such as layouts for contouring, strip-cropping and income-producing recreation areas, the designing and supervising of construction of drainage and water-disposal systems, irrigation systems, farm ponds, terrace systems, diversions and waterways. This program will be beneficial to the

rural residents in Franklin.

Landowners wishing to develop and apply soil and water conservation plans, who want to change from one land use to another, and individuals and groups requiring help in solving problems involving soil, water and related resources may receive technical assistance. The Soil Conservation Service provides technical assistance for conservation work cost-shared under the Agricultural Conservation Program. The administering agency is the Soil Conservation Service, Department of Agriculture, Washington, D. C.

Open Space Land

This program provides grants to communities to help provide needed park, recreation, conservation, scenic, and historic areas. Acquisition and development of the open space land must be in accord with local and areawide comprehensive planning. A grant may be for up to 50 percent of the costs involved in acquiring land for open space use. Further grants of up to 50 percent of the improvement costs for developing land acquired under the program may be made. Eligible acquisition costs include those for acquiring land and certain structures, demolition of inappropriate structures where developed land is being acquired, and real estate services. Eligible improvement costs include basic facilities such as roadways, signs, landscaping, etc., but not major construction. State and local public bodies with authority to acquire and preserve open space land and to contract for Federal funds are eligible. Application is made to the HUD Regional Office serving the area in which

the open space land is located. The administering agency is the Community Resources Development Administration, Department of Housing and Urban Development.

